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VOL. 4 NO. 7
FIRST ISSUE OF
APRIL 1974
#81

Amtrak train 21, the southbound INTER-AMERICAN, waits in the snow for its 3:15pm departure from St. Louis on Sunday, March 24, 1974. See our report on the new service in the last issue. Photo by John Ferry.

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LETTERS

I assume your diatribe on the California 65mph speed limit included in "Mixed Train of Thoughts" (RTN, last issue) is an editorial policy of your publication.

So far as Mrs. Ong and I are concerned you certainly gave it the proper designation "MIXED" except you omitted the word "UP." We cannot agree with you less and strongly favor the 65-70mph in California. In many states which had a 75mph speed limit the number and severity of accidents were declining. You evidently totally discount the substantial decreased utilization of the highways in your pseudo-analysis.

With views such as yours we shall not renew our subscription to your publication.

John R. Ong, Jr. M.D.
Florence A. Ong
Pasadena, California

Editor's note: Perhaps the most amazing thing in this whole affair of highway speeds and safety is the intensity of emotional reactions elicited in people, including ourselves. While our last issue was in press, the Oakland (CA) Tribune asked readers their opinions of the move to return to a faster speed limit. The paper reported that 78% preferred the present 55mph limit, while 22% wanted it back at 65. The intensity of readers' feelings was suggested by sample responses that were published: one man said, "What an insane suggestion. The casualties on the highways dropped when the speed limit was reduced, and it also saves gas." Another replied, "It has been a pleasure to drive at 55mph. Putting the speed limit back to 65 is such a terrible idea I would like to be able to mark 100 'no's.'"

Most people like the return to a lower speed. This was borne out by other surveys this month: The California Traffic Safety Foundation polled 30 freeway drivers and found only 3 who wanted a higher limit. Associated Press newsmen polled 20 drivers at random and found only 6 who clearly wanted the 65mph limit. Again, the AP found that people had strong opinions: "I really dig it. I just go along and take my time, get real good gas mileage, don't feel like I have to run a race with anybody," said one man. A former Indianapolis race driver replied, "Going slow saves your engine, your patience and your heart. Who wants to get home faster and then drop dead?"

Since Arizona enacted legislation early in April, all 50 states are now complying with the national 55mph speed limit. The federal law provides that highway construction money be withheld from non-complying states, and for this reason alone it is unlikely that California will try to circumvent the new limit, altho two state laws have been proposed to do so. But a better argument lies in the statistics of fewer highway deaths--a 20% drop--since the Arab oil embargo began. It is undoubtedly true that decreased use of autos helped bring about this improvement, but the lower speed limit is an important part of it; highway crashes are less severe at lower speeds, and less frequent because drivers have better control of their vehicles.

Now the energy crisis is easing into simply an energy shortage. Gasoline is easier to obtain, and presumably highway travel is climbing again. The energy crisis cut highway death rates in California 28.4% in the first three months of this year, compared with 1973. If it can save that many people's lives, we say bring back the energy crisis, whatever the feature of it that cuts deaths.

In our last big blast against the highway lobby (RTN, Second March Issue, 1973), just a year ago, we devoted five newsletter pages to highway safety. We lost several readers because of it, including the editor of a major automobile magazine. (That's about equal to the number we lose yearly due to highway crashes.) We feel that this is the price a publication must pay for taking a forthright stand on important problems. Since that issue a year ago, we've only made occasional remarks on this topic. The reason is that we felt the Dept. of Transportation was taking up the fight at last, and could do it more effectively. Transportation Secretary Brinegar and Federal Highway Administrator Tiemann have, it seems to us, been doing commendable work recently in educating other American leaders about the need to reduce automobile use.

Wouldn't you agree, Dr. Ong, that a federal administrator who could by simply signing his name save 12,000 lives in a single year--more than you could save in a lifetime of medical practice--that he should do it? Wouldn't you do it?

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Scheduled mailing date for this issue: April 15, 1974.

AMTRAK CRITICIZED OVER EMPLOYEE USE OF AIRLINES

In an April 3 article in the Chicago Sun-Times, writer William C. Harsh Jr. reported a "confidential memo" from Amtrak controller Sydney S. Sterns to Amtrak president Roger Lewis that pointed out that Amtrak employees have been using airline travel too much. Corporation records showed that over $600,000 in air fares had been charged by Amtrak people in 1973, and that an estimated $300,000 more had been spent in cash and with credit cards other than Amtrak's Air Travel Card. This happened despite the fact that Amtrak rules governing employee business travel specify that "Whenever possible rail travel should be used."

Sterns reportedly said in the memo, "It appears to me that considerable traveling is incurred by our relatively small management staff. In addition, as we are in the rail travel business, greater use of our facilities might be warranted, particularly at off-peak times." The article quoted an Amtrak spokesman as saying that company policy requires employees to use rail travel on business trips, but that "There are times when time is of the essence and other modes are preferable--for instance it makes little sense for an Amtrak executive to spend three nights and two days taking a train to the West Coast for a one-day meeting, altho some of our people have done that to learn about our service." He added that during peak times Amtrak trains are full, and employees must use other modes.

Anthony Haswell, chairman of NARP, was asked by Harsh about the affair, and he replied, "...if responsible Amtrak management officials rode the trains more often, the public would soon get better service. Outside of a few trips on the Metroliner and a few of the crack trains, Amtrak's upper management is really very unaware of the situation on the trains they are responsible for running. They just don't know, for example, that equipment is coming out of the shops unrenovated, with broken doors, broken lights and jammed closet doors."

The same newspaper published an editorial two days later, entitled, "Friendly skies of Amtrak." It said that the airline affair "goes a long way toward explaining why so many things are fouled up on Amtrak's passenger trains." The editorial went on, "While Amtrak's higher-ups have been keeping an eye on their trains from 30,000 feet--and often, apparently, from the comfort of a first-class cabin--many Amtrak customers have been forced to contend with dirty and broken coaches, dining cars out of food, unkept schedules and service that too often can only be described as surly." The editorial would not accept Amtrak's rebuttal that officials need the time saved in air travel to meetings: "We believe just the opposite. If Amtrak's officials would ride trains whenever possible--as the company's own rules dictate they should--they would find themselves far better equipped to discuss Amtrak as it really is when they arrive at their meetings."

The same issue of lack of contact with its own physical plant was raised in the Spring issue of Passenger Train Journal, now in the mail, in "An open letter to Amtrak president Roger Lewis," by Don Phillips. Phillips asks, "Did you know that it is company policy for (Southern Railway president Graham) Claytor or one of his top executives to ride the SOUTHERN CRESCENT every week to make sure it's being run right? ...Mr. Lewis, do you like to ride trains? ...if not, I want to make you an offer. Let me take you on a tour of your passenger train system. Let me show it to you thru different eyes. ...We'll hang our heads out the Dutch doors as the BROADWAY rounds Horseshoe and watch those four big E units roar up the Alleghenys, their headlight playing along the trees, leading a string of window lights filled with people. See if you don't find yourself saying, 'Wow, I'm in charge of that.'"

NO WORD ON AMTRAK BOARD NOMINATIONS

As we go to press, there was no word at Amtrak headquarters about White House nominations for the reconstituted Board of Directors. The nominations were supposed to be ready by April 3. Reportedly one consumer representative due to be nominated is Edward Ullman, geography professor at University of Washington, and a member of Washington Association of Railroad Passengers.

you've read about the great British trains... NOW RIDE THEM!

Britain-by-Rail Tours, in conjunction with BritRail Travel International and British Caledonian Airways, announces the first all-first class rail tour of England, Scotland and Wales, May 30 through June 13, 1974.

Highlights include overnight sleeper from Inverness, Scotland to London on the famed Royal Highlander; London to Plymouth on the equally famed Golden Hind; Dover to Boulogne, France, on BritRail's 55 mph cross-Channel Seaspeed Hovercraft; an inspection visit to BritRail's great Technical Center at Derby (and you may be one of the first to ride the new Highspeed Train); a trip on the spectacular Mt. Snowdon Rack Railway in Wales.

You'll ride the Intercity expresses to such exciting and historic places as Aberdeen, York, Shrewsbury, Bristol and Edinburgh. You'll attend a cocktail reception hosted by top officials of the British Rail Board. And there's much, much more.

You'll land from New York on May 31 at Gatwick Airport with direct train connections to London's Victoria Station. Everywhere, you'll stay in top British Transport and Trust House Forte hotels.

We offer this first-of-a-kind tour for the rock bottom price of $799 per person. The trip is strictly limited to 35 persons so write now for further information. Don't be left behind!

Britain-by-Rail Tours
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Urban-Suburban Transit

SEATTLE'S PROPOSED NEW TROLLEY COACHES. Specifications for the new articulated vehicles have now been sent to bidders. The city's Metro Transit wants 50 of the new coaches, to feature solid-state controls and oversize route signs. An additional 50 may also be purchased. Drawing by Wayne Hom.

A $90 MILLION plan to tunnel roads and freeways thru downtown Washington DC near the White House has been delayed by the Pennsylvania Avenue Development Commission to keep the area free from heavy construction during the bi-centennial celebration in 1976.

CONSTRUCTION WILL BEGIN in early 1975 on the Atlanta MARTA rapid transit system, to include 54 miles of rapid transit and 7.5 miles of exclusive bus lanes. Ten miles of the rail route will be in subway. Construction has been delayed for more than a year by the requirement that MARTA submit an environmental impact statement for the entire project before proceeding. Parsons Brinckerhoff-Tudor-Bechtel, project engineers for the BART system in San Francisco, will design the MARTA system.

WASHINGTON RAPID TRANSIT system, originally scheduled to begin operations on one line in 1972, may not begin running trains until 1975 because of many delays due to citizen suits against the WMATA project. One suit, already in the federal appeals court, asks WMATA to consider environmental and aesthetic impacts of a rapid transit route. WMATA will now consider alternate locations during a delay which may raise construction costs $6.5 million.

THE WORLD'S FIRST full-scale personal rapid transit system will be built in Nancy, France, by Transportation Technology, Inc., a Denver-based affiliate of the Otis Elevator Co. The Nancy system will cost $80 million and will provide a 14.4-mile network of lines using 130 air-supported vehicles powered by linear induction motors. The air cushion levitation provides for lateral "docking" at the stations and allows vehicles to arrive and depart at random, rather than in sequence, as with other proposed PRT systems.

THE NEW EL PASO, Texas - Juarez, Mexico monorail line to be built over a 1.5-mile distance is to be designed and built by Ford Motor Co. The $15 million system will utilize four automated rubber-tired vehicles operating at speeds up to 40mph, and carrying an estimated 25-30,000 passengers per day. The project, to be financed by the International Monorail Corp. and Monorriel International S.A. will be completed in mid-1976, under present plans.

PRESSURING THE STATE for funds, BART's management said on April 4 that the system will close down July 1 unless the legislature comes up with funds before then.

NEW NATIONWIDE TIMETABLE PUBLISHED

Amtrak has just released a new, updated nationwide timetable, similar in format and exterior appearance to the current October 28 timetable. The new schedule, dated April 10 and printed in an edition of 250,000, lists new trains added recently --the ILLINI, INTER-AMERICAN, and SAN JOAQUIN--and gives sample fares at the 5% increased rate effective April 16. The publication notes that new fares will be in effect June 8 (when the summer 20% increase on many routes takes effect). There is a note with the GEORGE WASHINGTON/JAMES WHITCOMB RILEY schedule to the effect that riders should expect delays in both directions on those trains.

DOT REPORT ON AMTRAK EQUIPMENT LEAKED TO PRESS

The Dept. of Transportation's annual report on Amtrak, due out March 15 but not yet approved by the White House for release, has been leaked to a Washington newspaper, which reported on April 5 the DOT's information on Amtrak equipment purchases and problems. Transportation writer Stephen M. Aug, writing in the Washington Star-News, said the report contains a bad order ratio table, indicating the percentage of time equipment is out of service, which places the United Aircraft TurboTrains in a bad light. The Turbos are down 54% of the time, the report said. This compares with 1% for French-built Turbos, Metroliners 25%, electric engines 12%, diesels 22%, and rail diesel cars 13%. At the Feb. 28 meeting of Amtrak's Board of Directors, the last meeting of the old board which is now awaiting reconstitution, approval was given for buying 200 new coaches for about $80 million, and 20 sets of 5-car French Turbos at about $70 million. The Turbos would be built by the Rohr Corporation, which holds the U.S. manufacturing rights to the French-designed trains. (RTN has learned independently that the 200 coaches will be single-level cars, perhaps an expansion of Amtrak's order for 57 Metroliner-type cars; the Turbos will be fitted with third rail shoes for possible operation in the Northeast Corridor. Both of these approved purchases must be cleared by the DOT before procurement can begin.) According to the Star-News, American manufacturers, presumably including United Aircraft, have been "going bananas" pressuring Congress to shift Amtrak's orders to them, once the size of the orders became known. The paper quoted DOT Undersecretary John Barnum as saying that the United Aircraft Turbos would cost about $1 million more each and that they could be off the assembly line 22 months sooner. The paper said Amtrak has so far spent about $168 million on equipment.

DETAILS OF AMTRAK'S NEW CONTRACT WITH PENN CENTRAL REPORTED

The new contract signed by Amtrak and Penn Central, reported here earlier, includes incentive payments to the railroad for improved performance. Amtrak will pay PC, basically, about $134.5 million this year for running its trains--an increase of $10 to $12 million over present payments. The contract, which runs from July 1, 1973 to January 1, 1976, provides a sliding scale of payments to the railroad for improved on-time performance, beyond an estimated 65% on-time overall or 70% in the Northeast Corridor. For a 1% improvement, PC would receive $12,500 extra per month. If a 100% on-time performance were achieved in any month, the railroad would get $437,500 more. For the Northeast Corridor, a 100% on-time record would merit the railroad $1,050,000 for the month. And if all PC's trains were on time, it would get a bonus of about 12% of its monthly costs. When trains are late, the railroad must pay Amtrak a penalty: Metroliners costs $5 a minute, NY-Philadelphia trains $7 a minute, and the BROADWAY LIMITED $4.50 a minute. Penalties must also be paid Amtrak for dirty equipment, bad-ordered equipment, and non-functional on-board equipment. Amtrak is negotiating new contracts with other railroads, and the new Penn Central agreement is being heralded as a model that will improve Amtrak-railroad relations.

INTERVIEW WITH ED EDEL

Peter Putnam Bretz interviewed Amtrak's VP-Public Relations on the press run of the SAN JOAQUIN on March 5.

RTN: What is Amtrak's attitude toward RTN?

MR. EDEL: Amtrak is a very interesting entity. We're like we're walking down the middle of a railroad track. On one side there's Congress, and on the other side there's the DOT. And then there is the OMB here, and there are the mayors of cities, state and local regulatory commissions, and there's the public out here, Railroad clubs, and all we have to do is to step either side of one of those rails and somebody hits us in the head. Now, that's one side. The second side of it: we are a quasi-governmental type of company, we're using public funds; and therefore, it is our duty to manage those funds in such a way as to get the best we can out of that money, given to us by the public. RTN, and some other groups around the country, quite frankly, are looking over our shoulder, and this is good. This keeps us honest.

RTN: Like the people at Passenger Train Journal, for example?

EDEL: Sure, PTJ, NARP, the various railroad clubs, National Railway Historical Society--they're all looking, they're all interested in seeing a better passenger train product out here. And that's what we're interested in. The problem is, that when you really don't know both sides of the story, by that I mean, what you see, and what the problems are behind the scenes, causing these problems, it is very difficult to call a very clear game. Truthfully. And this is not to talk disparagingly of any of the rail groups because they are doing a public service--they are doing themselves a service because they like to see better trains and more trains. And, as I say, this helps make us honest, and keeps the ball rolling...keeps the pressure on. Not only on us, but on Congress, mayors, and what have you. And this is what pops out.

RTN: Is Amtrak filled with bureaucrats?

EDEL: Let me ask you this, have you ever been to Amtrak headquarters in Washington?

RTN: No, I never have.

EDEL: What you ought to do is take a trip across country and come in and spend a few days with us. Go through each department and meet the people who are back there working their tails off trying to make this thing go. And I think you'll find that a large percentage of them are putting in 50-60-70- hours a week trying to do what you want us to do. You, meaning the people who are interested in better train service. Now, let's say on the bureaucratic end of it: a bureaucrat is a word that has been tossed around by a lot of people and when someone is a bureaucrat, automatically that conjures up an image of somebody sitting in Washington drawing a big, fat salary and doesn't know a thing about what he's doing. That's not the way we do business.

RTN: There are some pointed questions that you may not have the answers to, but which have always bothered me, about some of the things that Amtrak is supposed to be permitted to do, and yet, for some reason, is not able to do. For example, why does Amtrak permit the Southern Pacific to not let them operate any except their own home-built dome cars on say, trains #11 and #14, particularly.

EDEL: Well, this goes back a long way. And this controversy has been going on for a number of months. It started way back in the early days before we even had an organization on board--operating people who knew the territory. This was the whole question of clearance in the snowsheds, right? Now, I quite frankly, cannot answer why we're not running our own dome cars at this point, but I'll certainly find out for you. The controversy started a long time ago and the operating people on the railroad gave us this information as far as clearance, and we took this as being fact. I haven't checked into it for a

(continued on page 14)

QUOTES OF THE WEEK***

"Slow decisions, I'm afraid, have been the hallmark of the first years of Amtrak. Your computerized reservations system is still not complete; it should have been fully operational nationwide a year and a half ago. (Yes, I have heard the arguments about why it couldn't be done. I say, 'If they can put a man on the moon..') You are just now getting around to ordering new passenger cars. Unbelievable. A team should have been put to work on that the first day you stepped into the office. Deliveries, not orders, should be beginning now. Even if the energy crisis could not have been predicted, the eventual deterioration of your present fleet could have been."

--Don Phillips in "An Open Letter to Amtrak President Roger Lewis," Passenger Train Journal, Spring

SLIP OF THE MONTH CLUB***

WASHINGTON (AP) - United Air Lines will hire 180 new flight attendance. The airline's announcement was believed to be the first by any airline since the fuel squeeze began, the Air Transport Association said.

(If they don't want to ride, you can pay them to go.)

EDITORIAL: ON RESERVATIONS AND WAIT LISTS

We did some quickie calculations the other day, and no matter how you figure it--given the size of Amtrak's fleet of cars, bad-order ratio, new services put on since last summer, and planned additional service this year--it's going to be rough getting on the train of your choice during the coming summer. Simply, there won't be enough cars to meet the demand, so obviously some would-be train travelers will lose out. Here are a few suggestions:

First, reserve space early. Some trains are already "sold out" on many summer dates. Those who wait may well be left behind. Unfortunately, Amtrak itself compounds this problem by failing to open reservations far enough in advance. All we can say is keep trying!

Second, don't expect results if your request is routinely wait-listed. Unlike airline waitlists, where a request for space is filled in the order received, Amtrak's wait list procedure is a combination of happenstance and accident. Wait list requests are put on cards and (theoretically) checked from time to time against the computer-reported space available. However, the procedure is cumbersome, and reservations clerks may be pulled off the wait list desk and assigned more pressing tasks. If you need to get on a reportedly sold-out train, keep calling back and ask for space availability each time. When consists are first put into the computer for reservations, they may not reflect additional cars added later. There simply is no way (yet!) that Amtrak can put you in either added space or cancelled space in the order your request is made. It's a free-for-all.

Third, ask a travel agent to help you. A knowledgeable agent with a good volume of Amtrak business is on the telephone daily (or more often) with special lines to reservation centers, and can save you many hours of waiting on the phone. Just be sure that your travel agent understands that Amtrak's current wait list system is all patience and no priority.

The energy shortage has vastly increased the number of people who already knew that "tracks are back." Unfortunately, we face the fourth summer of Amtrak with the same hope as before--"If we can just make it thru the summer, we'll have time to..."

DULUTH SHOCKER: Amtrak brass were in Duluth, Minn. recently to inspect rail facilities as part of an evaluation of the feasibility of Twin Cities-Duluth service, now being pushed by the Minnesota State government. A few days before they arrived, on orders from the top in St. Paul, a yard switchtender's job was abolished, his shack down and the area graded to remove the trace. Management wants to make sure that any Duluth passenger runs will have to stop to have crew throw the switch.

NEW CARS FOR AMTRAK

by James Russell

Most rail travelers know that Amtrak has been talking for some time about totally new passenger cars--cars that many feel should have been ordered some time ago. They are not yet on order, but the day is approaching, and it is appropriate that rail travelers look in some detail at the cars they will be riding on Amtrak trains perhaps as soon as 1975.

It's well known that Amtrak has in mind bi-level cars similar to the high-level Santa Fe cars used primarily on the SUPER CHIEF, but also on such other trains as the TEXAS CHIEF, SAN DIEGANS, and SUNSET LIMITED. Amtrak's cars, however, will be of completely new design and incorporate features not before used in American cars, including means of standardization for economy and flexibility in a nationwide system. It should be emphasized that the designs discussed here are not necessarily final ones; in fact the probability is that many changes will be made before such cars actually get rolling on the rails of America. What we're discussing are the proposed designs of Louis T. Klauder and Associates that were presented to Amtrak last November 1, and that appear to be the likely candidates for new standard non-Northeast Corridor cars for the nationwide system.

Besides the economy of a bi-level design, which can accommodate more passengers than a standard single-level, Amtrak wanted designed a single basic car body shell whose interior could be modified to convert it into various body configurations, such as coach, sleeper, diner, lounge. In its proposal to Amtrak, Klauder got as close to this ideal as they felt possible, but recommended two basic shells instead. One shell would be usable for high- or low-capacity coach, parlor car, lounge car, or buffet car; let's call this shell no. 1. Shell no. 2 could be configured as a bedroom car, roomette car, slumbercoach, dormitory, or dining car. What are the differences? Shell no. 1 would weigh 115,000 lbs and provide 1062 sq ft of salable floor area, while no. 2 would weigh 125,000 lbs and have 1146 sq ft. The window arrangement is one of the main differences in the two types. On the following pages is shown a sketch of the coach shell, having 9 upper level windows on each side, and 4 lower windows. Shell no. 2, for sleepers and diners, would have 8 upper windows and 3 large and one small lower window. There seemed to be just no way to design a standard window arrangement that would suit both sleepers and coaches. Another important difference is in the plumbing and heating equipment, which apparently accounts for most of the weight difference. Shell 2 would have more plumbing, which would be unnecessary to the coach shell, and only add to its expense. Altho the new cars are to be electrically heated, and therefore must run next to the locomotive to obtain power, they will have steam lines to carry steam to any conventional cars running behind them.

Passengers will pass thru cars on the upper level. The builder considered arrangements for passing thru on the lower level, in order to mix car types in one consist, but rejected them because they added weight and cut down salable space. Stairs at each end of a car were also found undesirable. What is likely, then, is either that consists will be exclusively bi-level cars, or existing Santa Fe transition cars will be spliced between bi-level and single-level cars. It is unlikely that new transition cars will be built.

The new cars, both types of body shell, will be of fluted stainless stell exterior, 85 feet in length, 16 ft 2 in high, and 10 ft 1½ in wide on the outside. The interior car height is 6 ft 9 in on either level, and the inside width 9 ft 7 in. The lower floor level is 17½ in above the rails, thus restricting use of the cars to low-level stations. A portable ramp carried aboard the car will be placed at each 34-inch door. There are two such doors on the lower level, opening into a 6-ft wide vestibule extending the width of the car and containing the stairwell to the upper level.

Luggage compartments and car auxiliaries will fill the area at the ends of the cars on the lower level and over the trucks. Small doors to the exterior will permit luggage loading. All exterior doors, including those between cars, will be sliding doors. A 5x6-ft access opening may be built into the car side on each level to permit removal of interior components. Windows will be 25½ in high and 36 in wide. They will be double glass panes with the inner one lightly tinted.

On the lower level, next to the vestibule, is an electrical locker on one side, and in coaches, a toilet on the other. The upper level of coaches has two toilets at one end, and a stairway. The type of toilet to be used is not yet decided, but must be of the chemically self-contained unit type, unless the federal government will approve a type which treats waste aboard the car and discharges it onto the roadbed as a chemically pure liquid.

Ride quality of the new cars is hoped to be superior to that of Santa Fe high-level cars, and the noise level slightly lower than that of the present Metroliners. A public address system for train announcements and music is to be incorporated into the cars.

In requesting designs for new cars, Amtrak asked for plans for high-capacity coaches, low-density long distance coaches, parlor cars, lounge cars, buffet cars, bedroom cars, roomette cars, slumbercoaches, dormitory cars, and diners. Klauder went beyond these choices and drew up plans for cars with a variety of configurations to suggest possibilities ranging from high-density (140-passenger) coaches to deluxe bedroom cars (capacity 21 persons) with individual showers.

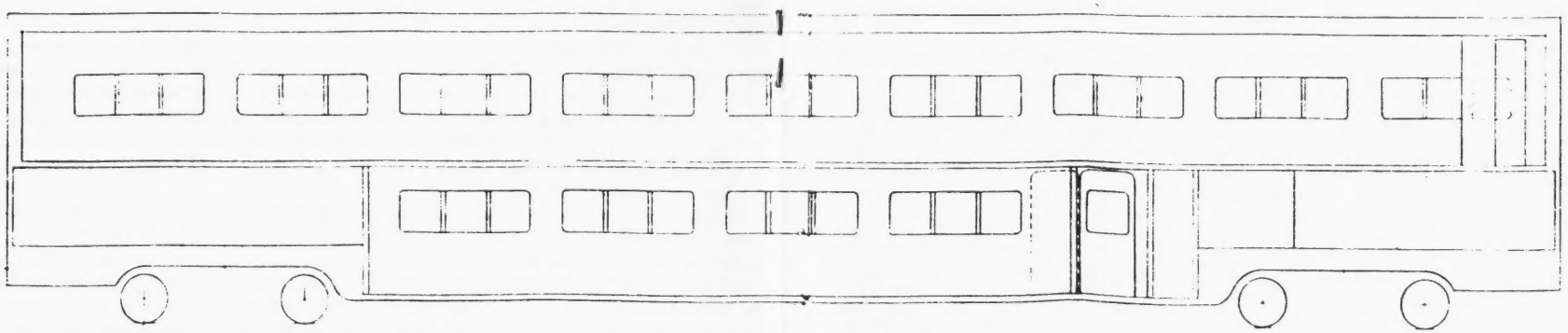
Among the interesting suggestions made by Klauder are possible two-story "penthouse" type bedrooms. The builder gave much thought to the possibility of bedrooms extending clear across the car width. One such plan, considered but rejected by the builder, was for full-car-width family rooms with a stairwell for each pair of rooms. This design added too much weight and reduced flexibility of the car for alternate configurations. Another plan suggested was to place picture windows with drapes on the passageway side of bedrooms so that users could view scenery from both sides of the car. Another interesting plan, perhaps with a good probability of showing up in future Amtrak cars, involves a zigzag passageway down the center of a roomette car, a plan borrowed from the German Sleeping Car Company and the Commonwealth Railways of Australia. This serpentine corridor would permit lengthening one end wall of each roomette to allow room for an exposed toilet that would not be covered by the folded-down bed. Such a roomette car would have 22 upper level roomettes and 10 below, along with two public shower rooms.

All beds in Klauder's proposed designs are of the cutaway type, narrower at the foot than at the head. Extra-long beds are used in some rooms--beds of 6ft 8in length--while most beds are 6ft 3in or 6ft 5in.

Santa Fe's high-level cars, as seen here on a SAN DIEGAN, provided much of the inspiration for Amtrak's proposed new bi-level passenger cars. The high-levels were built by the Budd Company between 1954 and 1964. Photo by Paul Rayton.

Once the basic shells are readied, Amtrak could have the interiors configured in a variety of ways, and Klauder suggests a number of intriguing arrangements, with passenger comfort in mind. A family room sleeper, for example, with windows on both sides of the room (as described above), would hold 29 passengers. Each room is designed for 4 dovetailing, extra-long beds, and contains an enclosed toilet and a separate shower room. One of the lower-level rooms extends across the full width of the car. The standard bedroom car in Klauder's designs has a capacity of 27 (9 upper level bedrooms and 4 plus porter's room below. There are two public shower rooms on the top level.

The coach-type shell, pictured below, can also incorporate curved windows above the existing upper level windows, for lounge viewing, as in Santa Fe's cars. The curved windows could be covered by stainless steel plates when the configuration is changed. The lounge car is one of the car types using this shell. As conceived of by Klauder, the lounge could have, on the upper level, a long game room, requiring about a third of the car length, two small card rooms and a drinking area, with a library or writing room at one end, with perhaps a typing cubicle. The lower level holds a snack bar, or could be used as a children's room, dance floor, or extra lounge space.



Sketch of proposed new Amtrak coach exterior.

The buffet car outlined by Klauder would have either coach or parlor seating the full length of the upper level, with a 30-seat buffet area below equipped for light food and beverage service, with tables, counters and a standup counter. An elevator would carry food to the top level, if it were desired to serve food there. This design has considerable flexibility, Klauder explained, and could be used as a beverage only area or an ice cream parlor. A snack bar could also be added to the upper level.

The parlor club car design, also using the coach shell, would hold 59 passengers above and 27 below, using two and one seating, which has been tried successfully in Canada and France. Seats could be rotated, and have an adjustable foot rest, but no leg rest. A lower level buffet, as described above, could be used with this design. Other Klauder plans for the coach shell are the low density long distance coach with lounge rooms, carrying 66 passengers above and 20, plus 2 lounge rooms, below; the low density long distance coach, seating 62 above and 28 below, with seats like those of CN's "Dayniter" cars; the 100-passenger leg rest coach (68 above, 32 below) with seats like those in Auto-Train's dome coaches; the high density coach or parlor car, having 80 coach or 40 parlor seats above and 36 coach or 18 parlor below, with seats with foot rests only; and the high density coach with 96 seated above and 44 below. Klauder did not recommend this last design, but included it to demonstrate the maximum possible seating capacity.

The proposed diner, or restaurant car, built from the sleeper-diner shell, is of special interest. In this design, the kitchen, with elevators to carry prepared food and dirty dishes, is situated on the lower level, and the entire upper level used for dining. The dining level is divided into three sections. At one end is a 24-seat section styled after the old Pullman Palace section sleepers, with simulated recessed upper berths, and tables set between section seats. Klauder points out that this arrangement is economical of space, in addition to drawing upon the nostalgic glamor of oldtime railroading. The main dining area, in the car center, accommodates 40 and uses a contemporary approach, with tables for 2 and 4. At the other end of the car is a fully enclosed dining room, seating 11, for private dinners or cocktail parties, or for overflow seating. On the lower level, the pantry adjoining the kitchen could also be used as a snack bar if the upper level is employed for some non-food purpose.

The dorm car holds 24 or 28 crew members above and 20 below. Five shower rooms are provided, plus a crew lounge or steward's room and a conductor's office with public address facilities.

The high level slumbercoach accommodates 31 on the upper level and 15 below. Beds are set in a dovetail arrangement. Lacking vertical clearance to "stack" beds as in conventional slumbercoaches, a configuration of beds on two planes was planned, permitting occupants to sit up in bed while the leg area of the bed is in a cove which dovetails with the berth in the adjacent room. Double rooms can be made by folding back partitions. (This is generally true in all the sleeping car designs drawn up by Klauder.)

Another interesting sleeping car design is the deluxe roomette car, with 14 rooms above and 7 below. All rooms have extra-long beds and an enclosed toilet. These accommodations would obviously command a premium price. A more conventional roomette design has 22 on the upper level and 10 below. Several roomettes contain extra-long (6'8") beds. There is one public shower on each level. Bed widths in all the sleeping car designs are 3 feet at the head end.

Klauder's deluxe bedroom car, with rooms similar to conventional compartments, allows 7 rooms above and 3 below. Each has a separate shower and enclosed toilet. In this arrangement, all beds are on the lower level, designed for 2 people per room.

The estimated costs of these cars, without interiors, if purchased in 1975, would be $620,000 for the coach shell ($630,000 with added curved windows), and $670,000 for the diner-sleeper shell. This compares with a 1956 cost of $253,000 for Santa Fe's hi-level coaches and $408,000 for diners. RTN will be watching closely for news of developments concerning this interesting new equipment.

ENERGY EFFICIENCY OF TRAINS

How efficient are trains as users of energy? This is an important question in these times of fuel shortages. Obviously, future transportation plans must take account of this issue of energy conservation.

It seems to be common knowledge that automobiles are very inefficient users of fuel, and it is frequently said that trains are very high in efficiency. But now some anti-passenger railroad managers would like to strike a low blow to passenger trains by claiming that they're less efficient than buses, while of course freight trains are extremely efficient. In the January issue of Southern Pacific Bulletin, the lead article, "The energy shortage: What it means to us," makes the following claim: "While railroads are substantially more efficient from an energy standpoint for the transportation of freight, they are less efficient than buses for intercity passenger transportation. This is the conclusion of the Oakridge National Laboratory study. Other studies concur. Their findings suggest that, where energy conservation is the main objective, increased bus service should be preferred over any increase in rail passenger service."

It should be no mystery to RTN readers why the SP is interested in spreading such information. RTN is still trying to obtain the elusive Oakridge study, quoted by Greyhound and Continental Trailways in a continuing series of ads, but we did get a copy of what SP refers to as one other study that "concurs." That's a study done at Stanford Research Institute in Menlo Park, Calif., and commissioned by SP. The study, dated Dec. 14, 1973, is entitled "Fuel usage for passenger transport between selected city pairs." According to Passenger Train Journal (Spring, 1974), President Biaggini of SP has sent the study to conservation leaders, telling them SP had the study prepared "Because we are also very concerned with the current energy crisis..."

The SRI study proved to be a very short (16-page) document with a single summary table of results. It took very little reading to locate some glaring objections to the study. The city pairs examined were San Jose-San Francisco, San Francisco-Los Angeles, L.A.-Chicago, Chicago-N.Y., and N.Y.-Washington. There is a major problem in the study's source of fuel consumption data for trains over these routes. While the last two routes used data submitted by Penn Central to Amtrak (for Jan.-June, 1973), and the first-named used SP data (for 1972), the S.F.-L.A. and L.A.-Chicago routes used fuel consumption data from SP for Portland-L.A. prorated or extrapolated for the differences in distance. This procedure would invalidate the results, however, since the Portland-L.A. route is in no way similar to the SUPER CHIEF route nor can a simple prorating procedure equate the S.F.-L.A. segment to the mountainous route between Portland and San Francisco/Oakland. The Santa Fe route differs widely from the SP's in terms of terrain, speed and freight train interference. Using these questionable data, the study concluded that the SUPER CHIEF route was one of the least efficient, with 74 available seat-miles per gallon of fuel. The study summarized its findings: "Trains are less efficient users of fuel than full-size buses in every instance." However, it found 355 seat-miles per gallon for SP's commute line during peak period, compared with 215 for intercity bus.

As we remarked in the 2nd Feb. issue, an independent, unbiased energy study is needed. Perhaps the closest we have to such a study consists of excerpts RTN has obtained from a DOT study not yet released. The study gives fuel consumption in seat-miles per gallon for rail, bus and automobile. The rail consumption ranges from 50 to 350 seat-miles in the U.S., depending upon the consist, while the bus ranges from 215 seat-miles for single-deck to 390 seat-miles for double-deck buses. New Amtrak diesels are significantly more efficient than older engines and apparently are potentially superior to buses in fuel efficiency. All in all, the study concludes that "with comparisons made on as nearly equal a basis as possible, the rail coach energy consumption, if load factors are equal, is potentially at least as good as bus."

(continued from page 7)

number of months, now; I can't answer that question in the detail that you want it answered.

RTN: The usual argument is, well, the CALIFORNIA ZEPHYR on detour used to go over Donner Pass; and also, what about deadheading domes of the STARLIGHT? If those are permitted, why not the regular domes?

EDEL: Let me ask you this question. You're talking about one little piece of a big nationwide situation. Why is this that important? I'm interested from just my own personal viewpoint. Why aren't you out pushing for funds, and track money and stuff like that? Or are you doing that? What is the real underlying point for you?

RTN: Mainly, it's because the railroad, once agreeing to join Amtrak, has, on paper, said we'll operate Amtrak trains over any part of our system, and yet you see all the non-cooperation that Amtrak has had with Southern Pacific, particularly in Texas.

EDEL: Which is before the arbitration board right now and there'll probably be a ruling next week on that question.

RTN: Wasn't that already decided last summer? And it was approved to go over the SUNBEAM route provided certain trackwork was done.

EDEL: And then, there was a question of how much trackwork, and how much money involved. We had our numbers, they had theirs. So the arbitration panel appointed an independent consulting firm to study that very question. And that's what has to be presented to the panel right now. They'll make a ruling based on the results of that study. Which is binding on both sides, by the way.

RTN: Let's look at another question now. What is Amtrak's attitude toward Cleveland?

EDEL: Cleveland is a very interesting situation because it's one of the largest cities in the country. I think Cleveland should be served but that's a policy decision that I'm not in a position to make now. Personally, I think Cleveland should have some sort of service.

RTN: There is indication that Amtrak is planning another LAKE SHORE-type service. Is there anything to that?

EDEL: Every year we go through a planning process--on the services we're running and the services that may be, or could be run. And, obviously, we look at this as a possible marketing decision. There is always a possibility of re-routing perhaps a second second of THE BROADWAY. There is also a possibility of running a north-south service through Ohio, or an east-west service. The policy decision has not been made.

RTN: What was the basis for deciding on a second BROADWAY section over the same route as opposed to, say, the old New York Central route?

EDEL: Well, the ridership numbers are very impressive on that route. Tied into a local on-off situation that has developed...we're already tried the 20th CENTURY Route and it was given a reasonably fair test. Sure, things have changed since then. Energy is one. Who knows what the impact of that's going to be?

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mixed train of thoughts

AUTO-TRAIN CORPORATION announced this month that its profits in the 9-month period ending Jan. 31 were 20% higher than the year-earlier period. Expected income was down a little in December because of cancellations due to the gasoline shortage, but business has been back up the first 3 months of 1974..... INTERSTATE COMMERCE COMMISSION'S recently-enacted passenger train service standards were designed to improve service, but in one case--where food service is not required on runs of 2 hours or less--Amtrak was performaing above standards, so the corporation on Apr. 1 removed all food service cars from the Chicago-Milwaukee Hiawatha Service trains (except for trains 324 and 327, which lost theirs last October). The BUILDER and NORTH COAST HIAWATHA, of course, still have their dining and lounge cars..... AMTRAK IS STILL deciding upon new names for the SUPER CHIEF and TEXAS CHIEF. Among those reportedly considered are WESTERNER or SUPER LINER for the former and LONE STAR for the latter..... SECOND WEEKEND TRAIN between Chicago and Dubuque is being contemplated, reports tell us..... A BIG MYSTERY surrounds the dome car situation on SP's West Coast routes at present. The Budd dome sent recently to Sacramento, rumored to be for testing for clearance, has not been heard of. Now we learn that the SP dome lounges are to be removed from the SAN FRANCISCO ZEPHYR soon, to be replaced by disco-pub cars that remain open all night. Where the dome lounges are going is a mystery..... THE SAN JOAQUIN get a baggage car as of April 4. As yet there's no baggage checking at Martinez, however. Which is awkward, since the SAN JOAQUIN these days waits there for passengers from the southbound COAST STARLIGHT when the latter is late, to speed them to the Southland..... AN UNCONFIRMED RUMOR says that the GEORGE WASHINGTON/JAMES WHITCOMB RILEY will be rerouted on C&O as of May 19, to Cincinnati (from Chicago), bypassing Indianapolis. A name change may also be in the offing. The VIRGINIAN?..... THE SUPER CHIEF, or whatever it's called this summer, will be running 3 sleepers out of Chicago, with lounge, diner and mail car on the rear. It will pick up two more sleepers in Kansas City off the NATIONAL LIMITED--the transcontinental service..... CORRECT THE ERROR in this column in the 1st March issue: the Port Huron train will <u>not</u> use Grand Trunk heavyweight coaches. It is unlikely to be running before Sept. 15..... THE TEST TRAIN reported in the same place--with one hi-level car and 2 DOT test cars--that ran on ICG March 11 must have been for gathering ride quality data to apply to the proposed bi-level car design described in the article starting on page 9..... STATE OF MICHIGAN, financing a new Detroit-Ann Arbor train, now has come up with money to extend that route between Detroit and Jackson..... SOUTH DAKOTA'S GOVERNOR Richard Kneip has asked Amtrak to reroute the NORTH COAST HIAWATHA over the Milwaukee Road via Aberdeen Minneapolis to Miles City 3 times weekly when daily operation starts May 19. This would give South Dakota service without added equipment, while North Dakota cities will still get one more day of service than they presently do..... A NEW STOP will reportedly be set at Warren, IL on the new BLACK HAWK route as soon as Amtrak gives the go-ahead. The train goes thru Warren about 7:05am and 9:30pm..... A MOVIE COMPANY has been shooting a film, "The Klansman," at Oroville, CA's old train station, with the station name changed to "Ellenton"..... JAPANESE TRANSPORTATION WORKERS went on strike April 11, creating chaos. About 65 million people lost their rail, bus and subway transportation..... WORLD SPEED RECORD of 234mph was set this month by an electric research train at the DOT's Pueblo, CO facility. Previous record was 205 set in France in 1955..... FORMER NARP MAN Joseph Vranich, who'd been with Amtrak in Denver recently, returned to Washington to edit Amtrak's employee newsletter, "Amtrak News," formerly "Update"..... THE COAST STARLIGHT was delayed several hours each direction by a mudslide 18 miles south of Dunsmuir Mar. 29. Passengers exchanged trains, being bused around the slide caused by heavy rains.....

canadian news letter

AMTRAK CAR PURCHASES from Canada are in the news again. That earlier report (RTN, First March Issue) is now reliably reported to be accurate--that Amtrak has completed arrangements to buy 5 round-end sleepers and 6 dining cars from CP Rail. It was known also that Amtrak was negotiating with CN for some spare cars, and the rumor now making the rounds again (it surfaced first a year ago) is that the CN cars involved are the skytop observation lounges formerly from the Milwaukee Road (see First March issue for description of their operation on CN's Prince Rupert train).

UNLIKELY RUMOURS CIRCULATING for some time were apparently confirmed in a CBC radio broadcast in March quoting Ottawa sources that CP Rail is interested in using its high-quality Ottawa-Montreal south shore line (now used only by the CANADIAN) for corridor service with new LRC (Light Rapid Comfortable) high-speed equipment. Service would consist initially of 5 daily trips each way, taking 75 minutes station to station. CP would want a government grant of $23 million to run this as a demonstration project, which could start as early as 1976. The statement was apparently made by a CP passenger executive who also said that the grant would be justified since the government is willing to pour money into a very controversial STOL project linking the two cities. CP's motives in this matter are not yet clear.

CANADIAN NATIONAL'S NEW commuter run between Toronto and Barrie, ordered established by the Canadian Transport Commission Feb. 1 (RTN, First Feb. Issue), became the subject of citizen complaints when the railroad set the fares 30-40% higher than GO-Transit fares. Apparently the CN wasn't happy about setting up the new service. Citizen groups complained about the higher fares to the CTC, and that agency on March 25 directed CN to lower them 10% for "occasional" riders and to offer a monthly 40-trip ticket at a cost incorporating the volume discount principle. The 40-trip flash cards will be set at about the same level as GO-Train fares. They will not be honored on the SUPER CONTINENTAL between those points. In making the fare decision, the CTC pointed out that it "will have to review with CN and with CP Rail the fares applicable to inter-city trains presently being operated from Havelock and Stouffville to Toronto." CN service between Guelph and Toronto is currently under review by the CTC's Railway Transport Committee.

NATIONALIZATION OF THE Canadian Pacific Railway could come about, said Transport Minister Jean Marchand on March 21, unless it gives better service to the public. Quoted by the Canadian Press, Marchand said "They do not cooperate... Not only that, but you feel when you meet with them that they own the country, and this I don't like. They feel they are more important than any minister or any prime minister." Nationalization has not been seriously discussed yet, but the motivation for it would be to improve rail passenger service on CP Rail. Marchand made clear that if it came about, however, it wouldn't involve just passenger service, but could include CP's other interests, such as hotels, ships and trucking. He promised he "will fight like hell to nationalize it ... if we have to."

BETTER TRAIN SERVICE to Vancouver is wanted by the Kamloops, B.C. Chamber of Commerce. A spokesman was to speak with CP Rail and CN passenger managers early this month about improving their services.

A RUMOUR OF substantial proportions has been reported in Vancouver newspapers that the NDP government in Victoria plans to eliminate dining room service on the B.C. ferries. This has already been the subject of unfavourable comment in the press, including some editorial cartoons that do not flatter the government. Clarifications issued by the government state that the only plan is one to reduce the number of tables during off-peak periods.

CP Rail Will add a fourth ferry trip daily June 14-Sept. 15 on the Vancouver-Nanaimo run. Carrier Princess will make the run 15 min faster than Princess of Vancouver, leaving Vancouver 10am, returning 1:30pm from Nanaimo.

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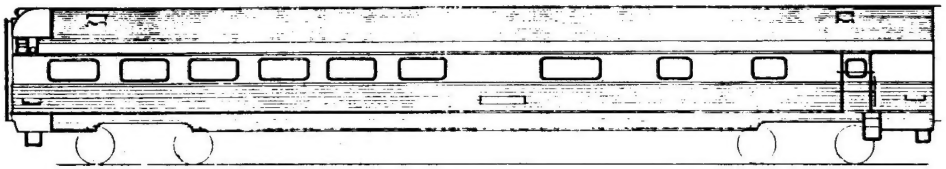

Contains car by car rosters of all rail passenger cars in revenue service on the U. S. and Canadian Railroads and Transit Systems during 1973.

Each car is listed in numerical order under the owning railroad or Transit Authority for easy identification. Prior numbers, ownership, rebuilding, builder and date built is shown.

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AMTRAK RIDERSHIP UP SUBSTANTIALLY OVER 1973

Figures released by Amtrak show ridership by route up markedly in Jan. & Feb. from the same months of 1973. January showed a 28% jump and February a 53% gain overall.

ROUTE	JAN 73	JAN 74	% GAIN	FEB 73	FEB 74	% GAIN
New York-Florida	48,446	77,441	60	45,998	85,061	85
NY/Washington-Chicago	18,204	22,354	23	14,474	22,968	59
NY/Washington-Kansas City	13,322	17,978	35	14,627	16,848	15
Chicago-Florida	9,159	11,613	27	7,048	12,003	70
Chicago-New Orleans	13,074	16,486	26	12,602	16,991	35
Chicago-Los Angeles	20,682	23,665	14	15,997	22,169	39
Chicago-Oakland	15,111	25,997	72	12,650	22,753	80
Chicago/Minot-Seattle	23,587	30,121	28	20,861	32,710	57
Chicago/Wenatchee-Seattle	14,123	18,397	30	13,897	18,269	31
Chicago-Houston	17,749	22,028	24	14,404	18,531	29
New Orleans-Los Angeles	6,823	9,094	33	5,034	8,846	76
Washington/N.News-Chicago	8,184	9,051	11	6,136	7,964	30
Washington-Montreal	8,879	15,092	70	9,825	17,023	73
Los Angeles-Seattle	16,721	24,133	44	15,956	30,314	90
Short-Distance Routes						
New York-Washington	568,494	655,482	15	494,171	661,905	34
New York-Springfield	7,311	11,699	60	4,360	11,876	172
Boston-New York	99,333	145,486	46	91,969	163,623	78
Boston/Worcester-New Haven	5,715	4,744	-17	5,635	7,055	25
Philadelphia-Harrisburg	52,615	70,596	34	43,253	75,857	75
Springfield-New Haven	12,958	20,085	55	10,149	20,805	105
Washington-Cumberland	4,807	9,641	101	4,229	9,839	133
Empire Service	36,483	60,581	66	28,662	65,356	128
Chicago-St. Louis	16,723	23,492	41	13,891	21,163	52
Chicago-Milwaukee	17,411	21,462	23	16,044	19,099	19
Chicago-Detroit	9,091	17,315	90	8,621	16,780	95
Chicago-Carbondale	6,889	9,578	39	8,229	13,044	59
Chicago-Quincy	7,469	9,449	27	7,441	8,870	19
Los Angeles-San Diego	18,178	24,927	37	19,772	32,849	66
Seattle-Portland	8,665	11,510	33	7,911	15,019	90
Seattle-Vancouver	2,872	3,394	18	2,815	4,279	52
Fort Worth-Laredo				1,325	1,229	-7

Beginning with the January 1974 ridership data above, Amtrak's ridership count is obtained in a different and more detailed manner. Their reports provide actual headcounts of passengers on trains, the result of a cooperative program between Amtrak and the Dept. of Transportation. The conductor of each train notes on a special reporting form the origin and destination of each passenger and sends the information to the Amtrak/DOT office in Washington. There it is placed into a computer which prints out monthly data on origins and destinations for passengers on each train as well as on-off and on-board station counts. Before January, the system was used only in the NY-Washington and NY-Boston corridors. For all other parts of the country, only the headcounts of numbers of passengers at key checkpoints were available. The system went into operation in Jan. 1973, thus providing accurate comparative data for the first time with the Jan. 1974 figures.

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